

Puget Sound Gateway Program

SR 509 Completion Project

SDOT Freight Advisory Board
August 15, 2017

THOMAS NOYES SENIOR TRANSPORTATION PLANNER

Puget Sound Gateway Program - SR 509 & SR 167



- Completing the Gateway Program provides more direct links from the state's largest ports to the distribution centers in the region and to Eastern Washington
- Provides direct access to Seattle-Tacoma International Airport from the south for both passenger and air cargo
- Supports community and economic development

Puget Sound Gateway Travel Patterns

Trips using SR 509 and SR 167 after extensions are complete



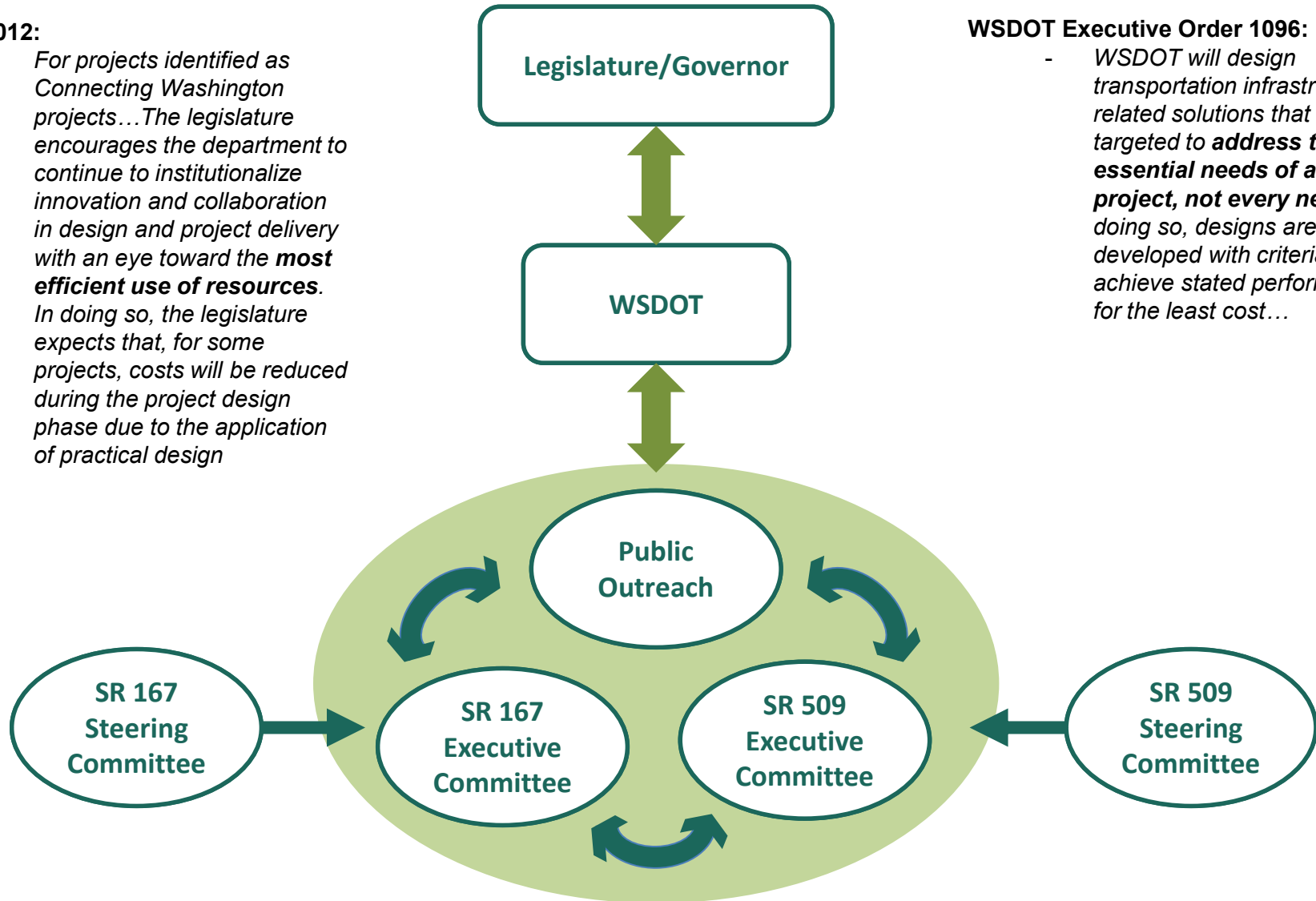
Context for the Program

- Forecasted travel patterns 2025 & 2045
- Practical design process

Puget Sound Gateway Process

ESHB 2012:

- *For projects identified as Connecting Washington projects...The legislature encourages the department to continue to institutionalize innovation and collaboration in design and project delivery with an eye toward the **most efficient use of resources**. In doing so, the legislature expects that, for some projects, costs will be reduced during the project design phase due to the application of practical design*



WSDOT Executive Order 1096:

- *WSDOT will design transportation infrastructure related solutions that are targeted to **address the essential needs of a project, not every need**. In doing so, designs are developed with criteria that achieve stated performance for the least cost...*

Legislative Direction - 2015

*In making budget allocations to the Puget Sound Gateway project, the department shall **implement the project's construction as a single corridor investment.***

*The department shall develop a coordinated corridor **Construction and Implementation Plan for SR 167 and SR 509** in collaboration with affected stakeholders.*

*Specific funding allocations must be based on where and when specific project segments are ready for construction to move forward and investments can be best optimized for timely project completion. Emphasis must be placed on **avoiding gaps in fund expenditures for either project.***

Legislative Direction – 2017 Update

\$93,500,000 of the Connecting Washington account is provided solely for the SR 167/SR 509 Puget Sound Gateway project. Any savings on the project must stay on the Puget Sound gateway corridor until the project is complete.

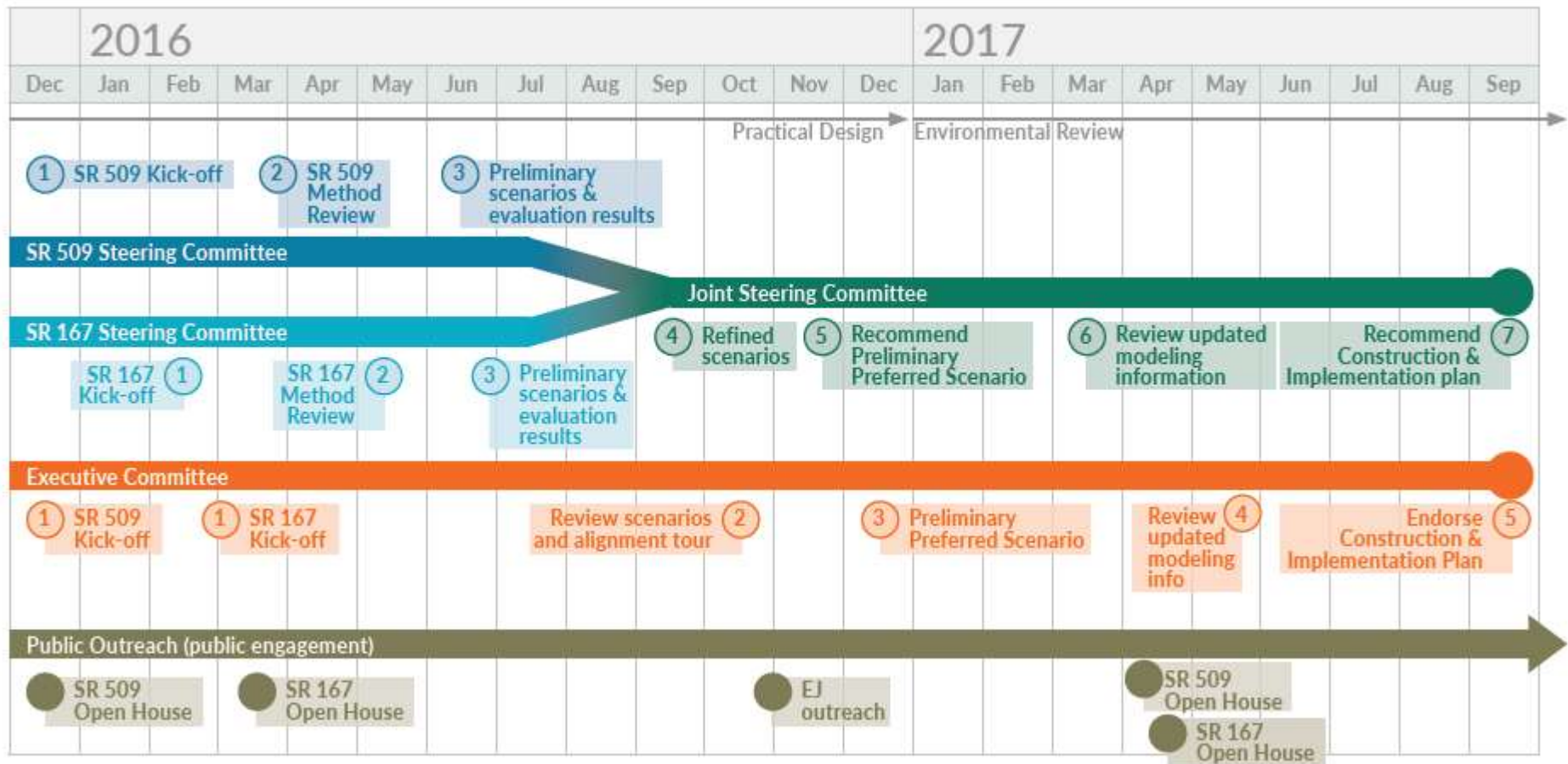
*The **secretary of transportation** must develop a memorandum of understanding with local project stakeholders that identifies a schedule for stakeholders to provide local matching funds for the Puget Sound Gateway project. Criteria for eligibility of local match includes matching funds and equivalent in-kind contributions including, but not limited to, land donations. The memorandum of understanding must be finalized **by July 1, 2018**. The department must submit a copy of the memorandum of understanding to the transportation committees of the legislature and report regularly on the status.*

Legislative Direction – 2017 Update

During the course of developing the memorandum of understanding, the department must evaluate the project schedules to determine if there are any benefits to be gained by moving the project schedule forward.

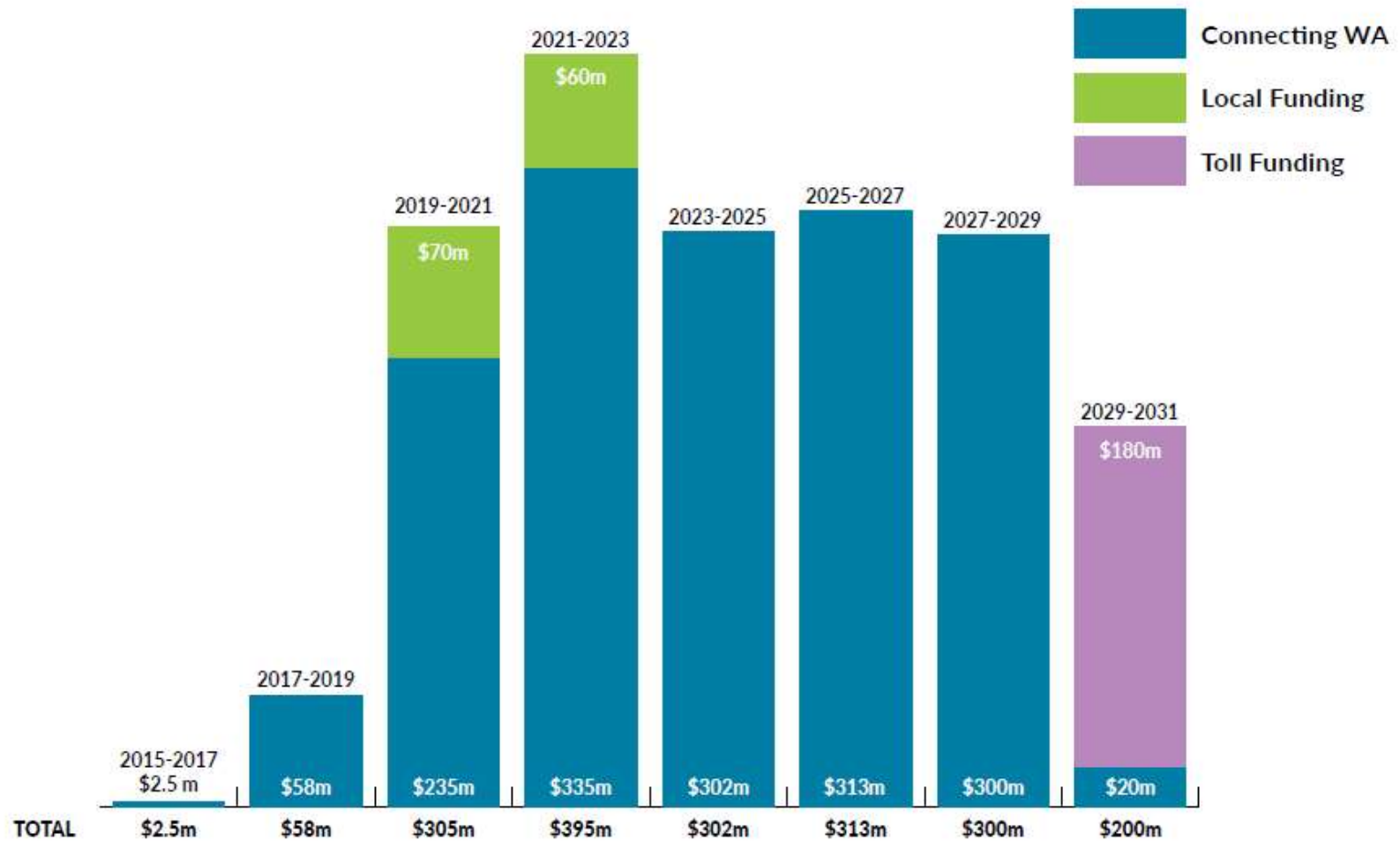
*Additionally, the **department must consider** completing a full single-point urban interchange at the junction of state route number 161 (Meridian avenue) and state route number 167 and **a full single-point urban interchange at the junction of state route number 509 and 188th Street**. If the department receives additional funds from an outside source for this project, the funds must be applied toward the completion of these two full single-point urban interchanges.*

Program Schedule to Construction and Implementation Plan



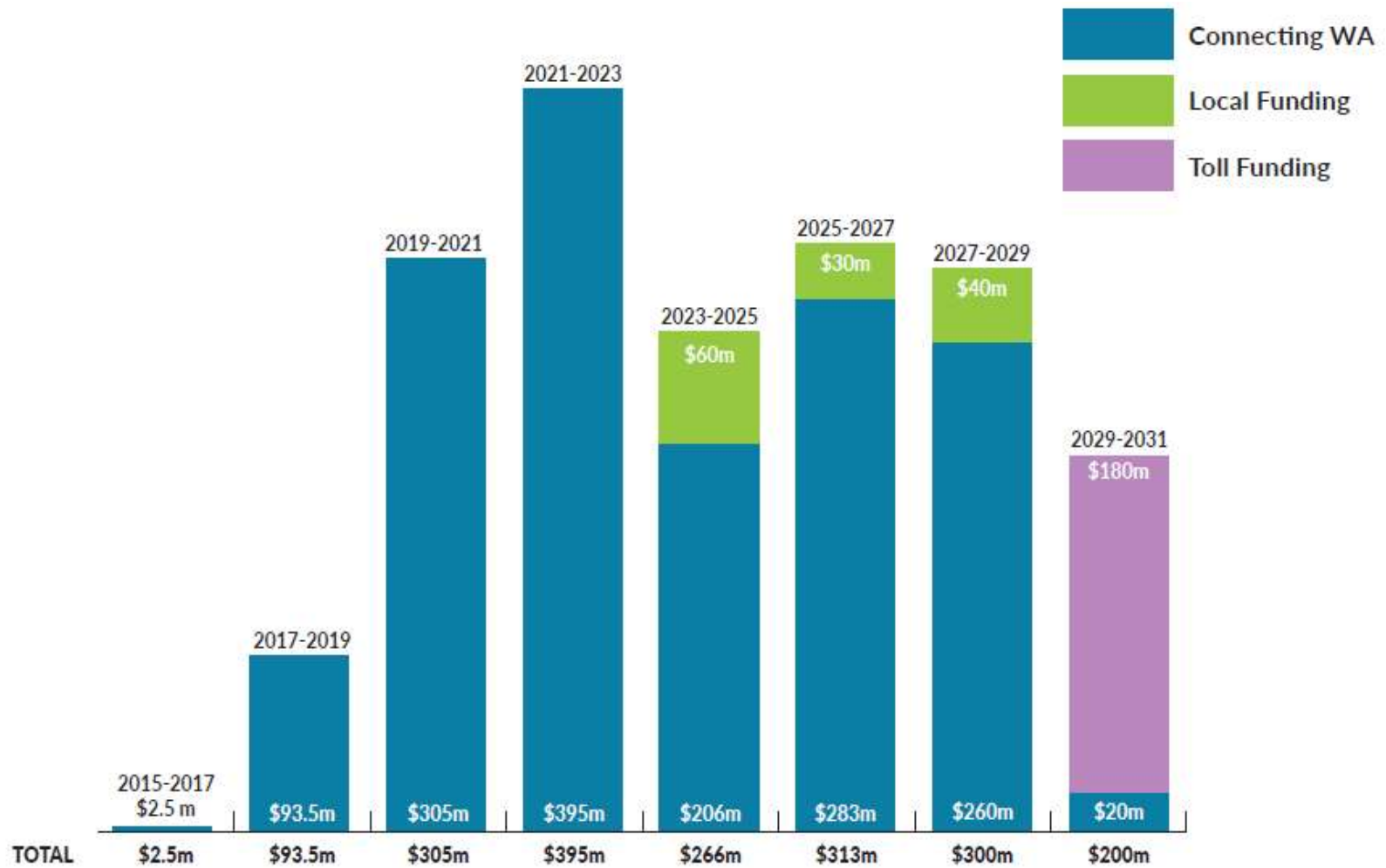
Puget Sound Gateway Funding

as enacted by the 2015 Legislature



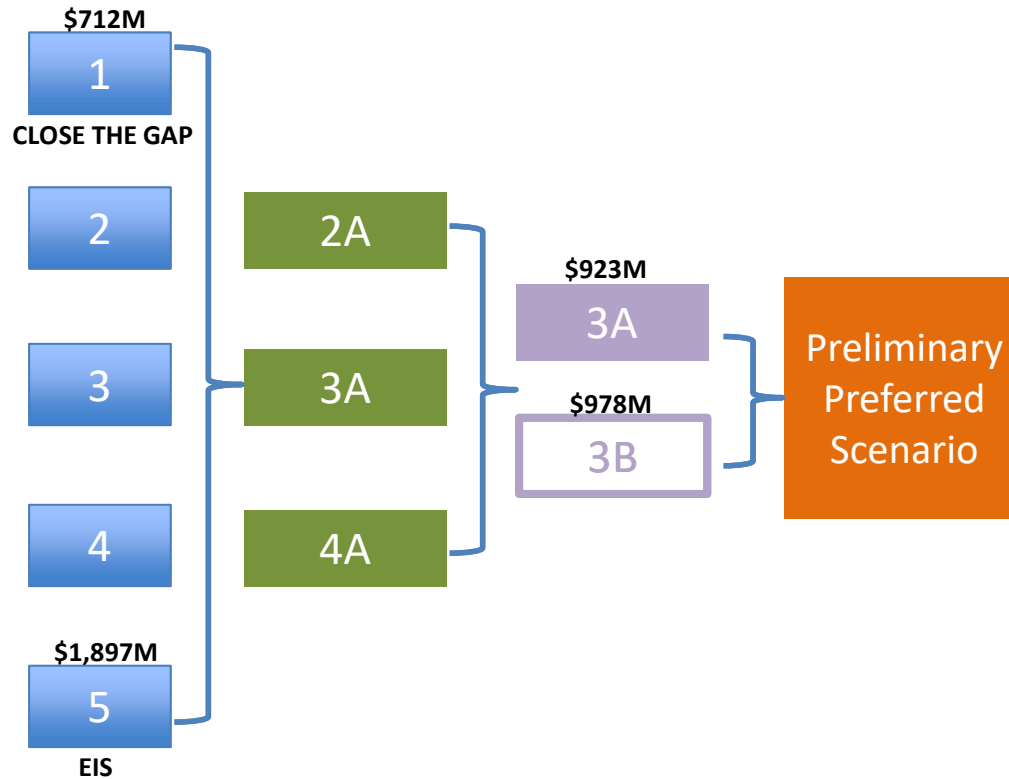
Puget Sound Gateway Funding

as enacted by the 2017 Legislature

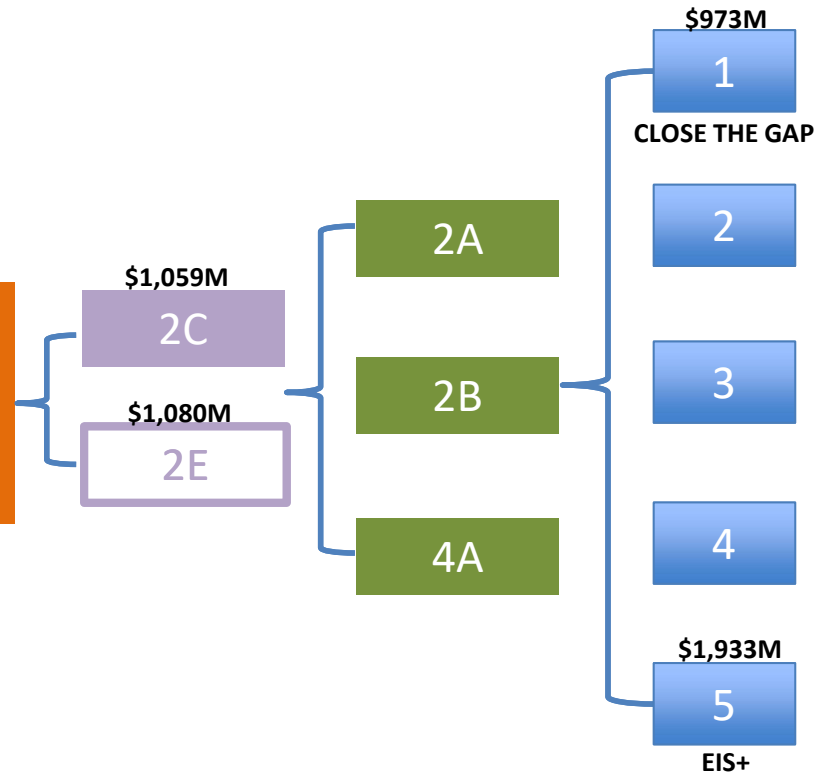


Scenario Refinement Process

SR 509 Process



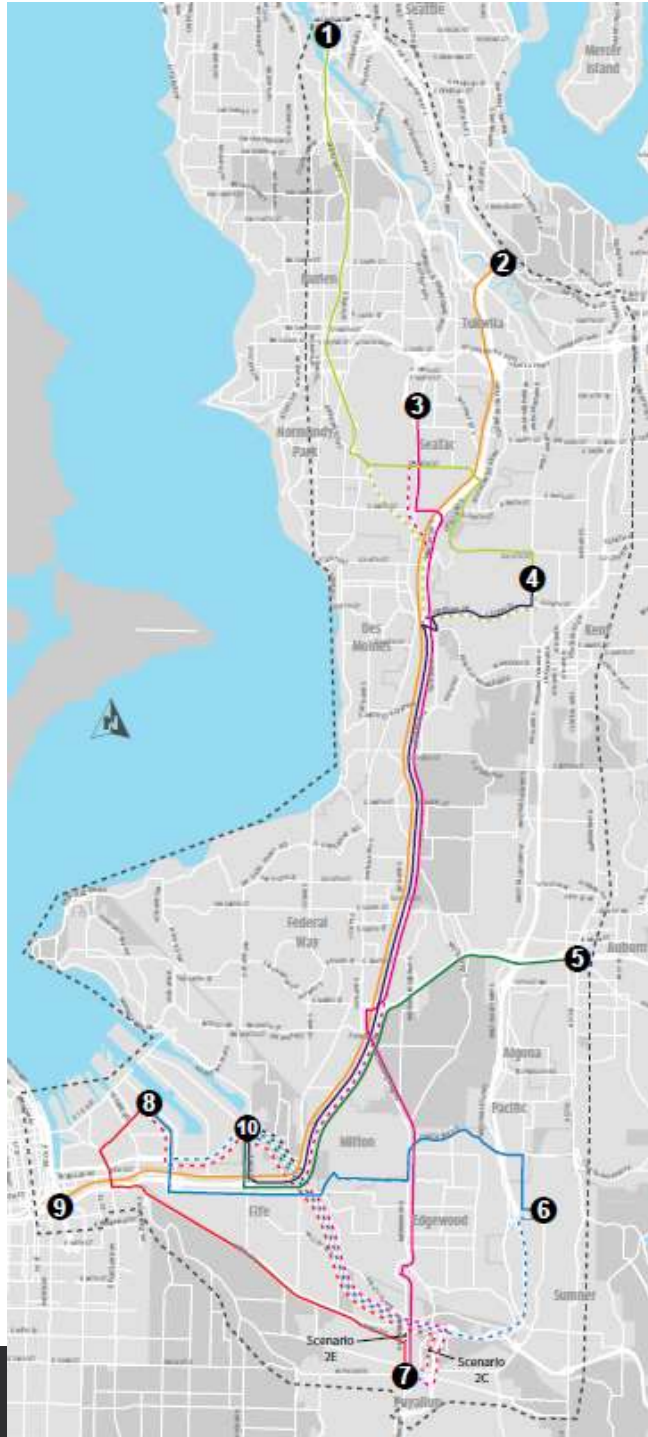
SR 167 Process



Scenario 3A



Forecasted Traffic Operations



Port Access Travel Times

- 2045 Peak projected travel times (minutes) for select routes
- Using Dynamic Traffic Assignment (DTA) /Mesoscopic Forecast Model

1-4 Duwamish MIC to Kent MIC

Via Current	No Build		2C/3A
	NB	32	31
	SB	25	24

Via Build	No Build		2C/3A
	NB	32	23
	SB	25	20

AM

8-7 PoT to Puyallup

Via Current	No Build		2C/3A
	EB	22	19
	WB	29	23

Via Build	No Build		2C/3A
	EB	22	15
	WB	29	16

1-4 Duwamish MIC to Kent MIC

Via Current	No Build		2C/3A
	NB	25	24
	SB	30	28

Via Build	No Build		2C/3A
	NB	25	20
	SB	30	22

PM

8-7 PoT to Puyallup

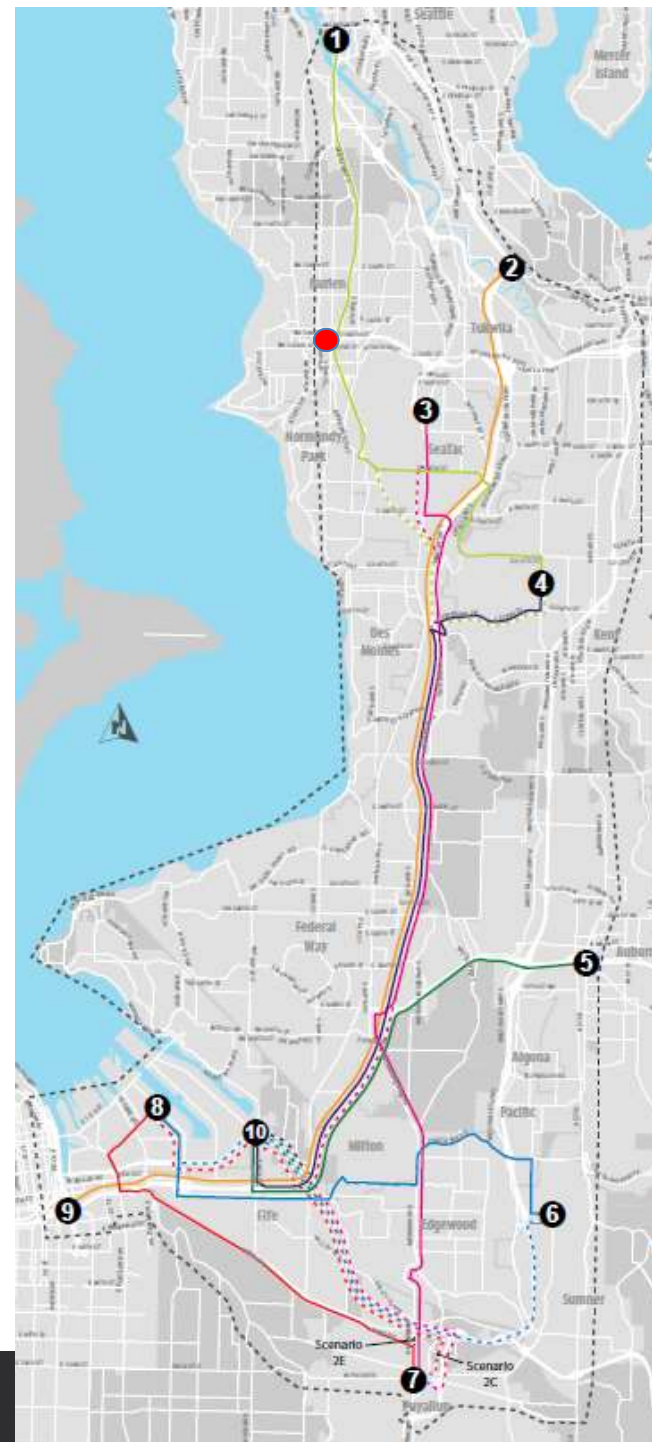
Via Current	No Build		2C/3A
	EB	25	23
	WB	27	23

Via Build	No Build		2C/3A
	EB	25	15
	WB	27	16

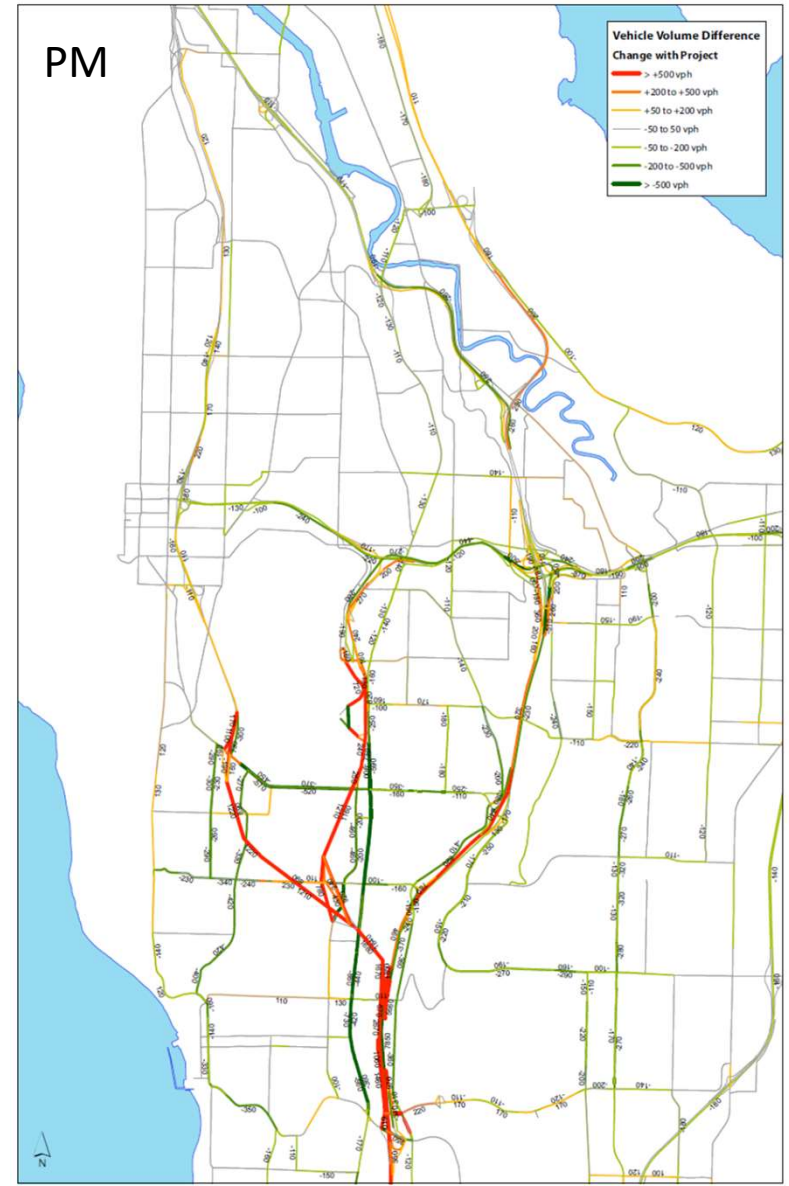
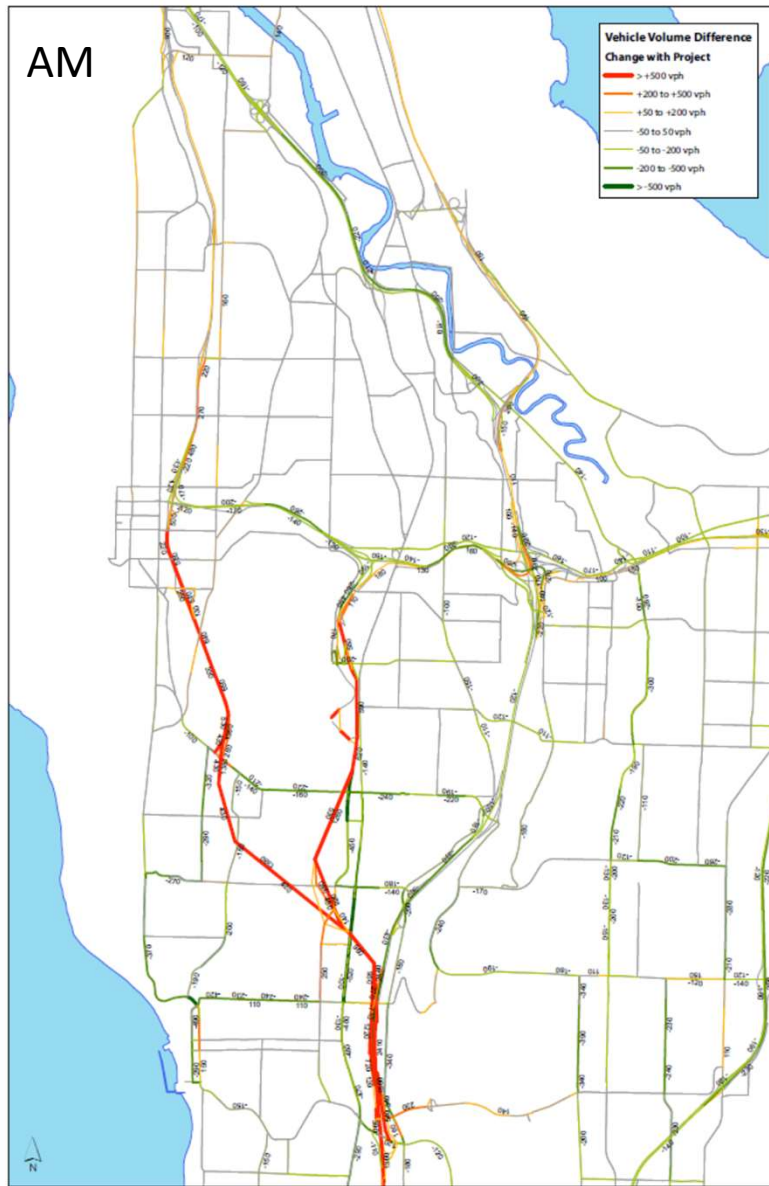
Burien Travel Times - 2045

Trip Pair	AM Peak Hour		PM Peak Hour	
	No Build	2E/3A Tolled	No Build	2E/3A Tolled
Burien to Duwamish				
Northbound	13	13	8	9
Southbound	8	8	9	10
Burien to SeaTac				
Eastbound	8	7	7	7
Westbound	8	7	8	8
Burien to Tukwila				
Eastbound	7	8	18	15
Westbound	7	6	8	8
Burien to Kent				
Northbound	23	13	19	14
Southbound	21	12	24	13
Burien to Renton				
Eastbound	10	11	23	22
Westbound	11	10	10	14
Burien to Auburn				
Northbound	37	25	32	23
Southbound	31	21	40	25
Burien to Puyallup				
Northbound	61	37	44	29
Southbound	39	25	63	30
Burien to Port of Tacoma				
Northbound	50	30	61	24
Southbound	30	21	38	26

(in minutes)



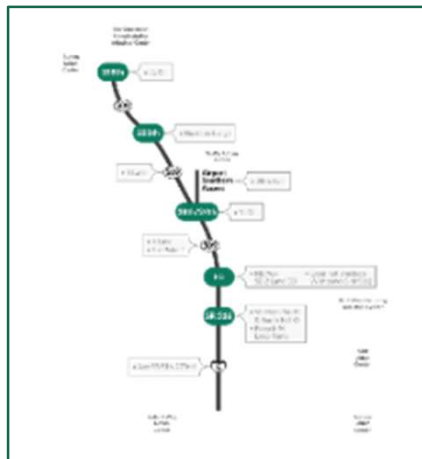
2045 Traffic Volume Changes



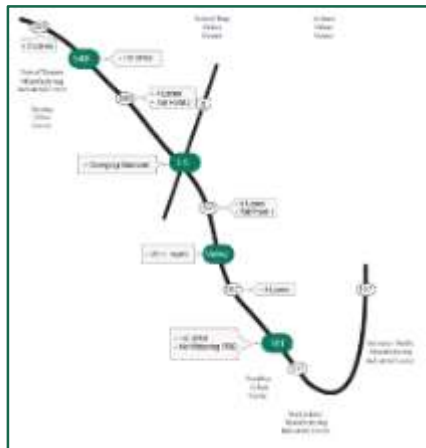
Gateway Phasing

Preliminary Preferred Scenario

PHASE 1 (to 2031)



SR 509: 3A
\$923m



SR 167: 2C
\$1,059m

Connect WA
\$1,565m

Toll
\$180m

Local
\$130m

FASTLANE
\$114m

PHASE 2 (future)

Local Access

- Meridian Interchange (west half)
- 188th Interchange (south half)
- 200th Interchange
- Valley Interchange (east half)

I-5

- SR 167 – SR 18 NB auxiliary lane
- 272nd – SR 516 NB auxiliary lane
- SR 516 – SR 509 NB collector/distributor lanes

HOV

- SR 509 HOV (fifth and sixth lanes)
- SR 509 HOV Direct Access Ramps
- SR 167 HOV (fifth and sixth lanes)
- SR 167 HOV Direct Access Ramps

Forward Compatibility (features that could be constructed in Phase 1 that are needed in Phase 2)

- SR 509
- Sea-Tac Airport South Access Expressway
- I-5
- SR 167

Preliminary SR 509 Construction Staging



April Public Outreach

- Two open houses:
 - 30,000 postcards were sent in addition to emails to the project listservs and press releases.
 - April 12 – SR 509 Open House at Tyee Education Complex
 - April 18 – SR 167 Open House at Fife High School
 - Approximately 300 people attended the open houses.
 - Overall, attendees were supportive of the program and projects.
 - Concerns centered around environmental impacts, tolling and duration for implementation.



More information:

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